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90-()305,
Bozeman, North
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interchange

NORTH 19TH AVENUE INTERCHANGE

PROJECT I 90- ()305

BOZEMAN, MONTANA

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ENVIRONMENTAL ASSESSMENT AND FINDING OF NO SIGNIFICANT IMPACT

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DEPARTMENT OF HIGHWAYS

AND

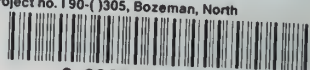
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PROJECT NO. I 90__(__)305
BOZEMAN, NORTH 19TH AVENUE INTERCHANGE

ENVIRONMENTAL ASSESSMENT
AND
FINDING OF NO SIGNIFICANT IMPACT

This document is prepared in conformance with MEPA requirements and contains the information required for an environmental assessment under the provisions of ARM 18.2.237(2) and 18.2.239. It is also prepared in conformance with NEPA requirements for an environmental assessment under 23 CFR 771.119.

Submitted pursuant to 42 U.S.C. 4332(2) by the

U.S. Department of Transportation
Federal Highway Administration

and

State of Montana
Department of Highways

June 19, 1990
Date

6-29-90
Date of Approval

Robert R. Newhouse
for Montana Department of Highways

David C. Miller
for Federal Highway Administration



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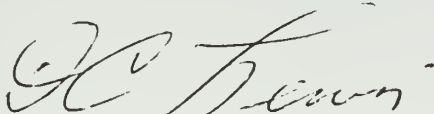
FINDING OF NO SIGNIFICANT IMPACT

FOR

I 90__(__)305

BOZEMAN, NORTH 19TH AVENUE INTERCHANGE

THE FEDERAL HIGHWAY ADMINISTRATION HAS DETERMINED THAT THIS PROJECT WILL NOT HAVE ANY SIGNIFICANT IMPACT ON THE HUMAN ENVIRONMENT. THIS FINDING OF NO SIGNIFICANT IMPACT IS BASED ON THE ATTACHED ENVIRONMENTAL ASSESSMENT AND INPUT FROM THE LOCATION AND DESIGN PUBLIC HEARING. THIS FINDING HAS BEEN INDEPENDENTLY EVALUATED BY THE FEDERAL HIGHWAY ADMINISTRATION AND DETERMINED TO ADEQUATELY AND ACCURATELY DISCUSS THE ENVIRONMENTAL ISSUES AND IMPACTS OF THE PROPOSED PROJECT AND PROVIDES SUFFICIENT EVIDENCE AND ANALYSIS FOR DETERMINING THAT AN ENVIRONMENTAL IMPACT STATEMENT IS NOT REQUIRED. THE FHWA TAKES FULL RESPONSIBILITY FOR THE ACCURACY, SCOPE AND CONTENT OF THE ATTACHED ENVIRONMENTAL ASSESSMENT.



Federal Highway Administration
Division Administrator

6-29-90
Date

TABLE OF CONTENTS - ENVIRONMENTAL ASSESSMENT

1.	DESCRIPTION OF THE PROPOSED ACTION.....	1
2.	PURPOSE AND NEED.....	4
2.1	COMMUNITIES AND ACTIVITIES SERVED.....	4
2.2	RELATIONSHIP TO OTHER HIGHWAY PROJECTS.....	4
3.	ALTERNATIVES CONSIDERED.....	6
4.	AFFECTED ENVIRONMENT AND IMPACTS.....	9
4.1	SOCIAL AND ECONOMIC.....	9
4.2	RELOCATION.....	13
4.3	AIR QUALITY.....	13
4.4	NOISE.....	14
4.5	ENERGY.....	14
4.6	FLOODPLAIN.....	14
4.7	IRRIGATION.....	14
4.8	WETLANDS.....	14
4.9	LAND USE.....	15
4.10	HISTORICAL/CULTURAL/ARCHAEOLOGICAL RESOURCES....	15
4.11	WATER QUALITY.....	17
4.12	THREATENED OR ENDANGERED SPECIES.....	17
4.13	PRIME AND UNIQUE AGRICULTURAL LANDS.....	17
4.14	CONSTRUCTION.....	18
4.15	TRAFFIC.....	18
4.16	PEDESTRIAN AND BICYCLISTS.....	23
4.17	VISUAL.....	23
5.	COMMENTS AND COORDINATION.....	24
6.	LIST OF PREPARERS.....	26
7.	REFERENCES.....	27
8.	APPENDIX.....	29
8.1	COMMENTS RECEIVED IN RESPONSE TO THE NOTICE OF INTENT	
8.2	COMMENTS RECEIVED IN RESPONSE TO THE EA AND PUBLIC HEARING	
8.3	SUMMARY OF THE LOCATION AND DESIGN PUBLIC HEARING	

1. DESCRIPTION OF THE PROPOSED ACTION

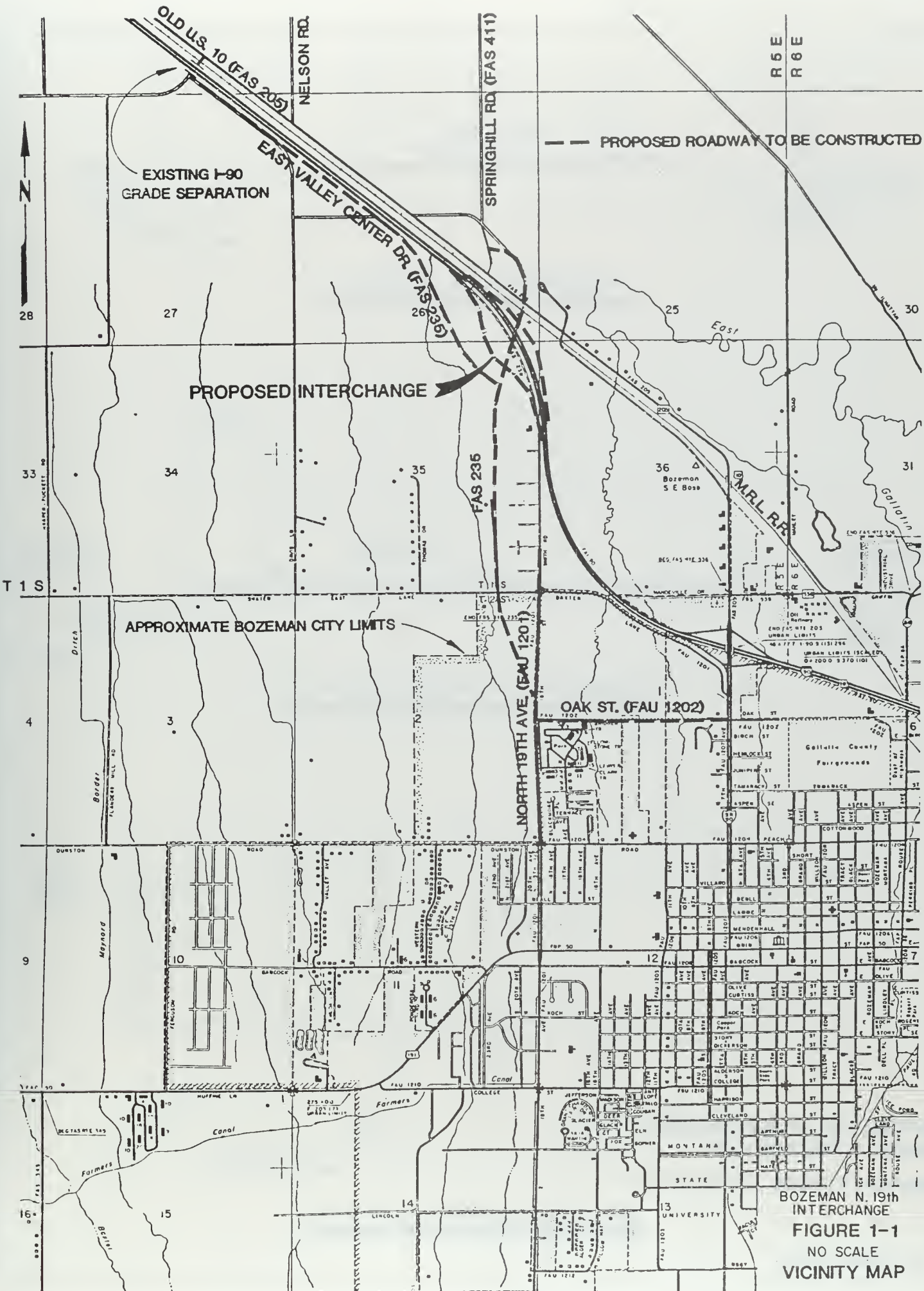
This environmental assessment is an examination of the proposed construction of an interchange on Interstate 90 near its intersection with an extension of North 19th Avenue near Bozeman, Montana.

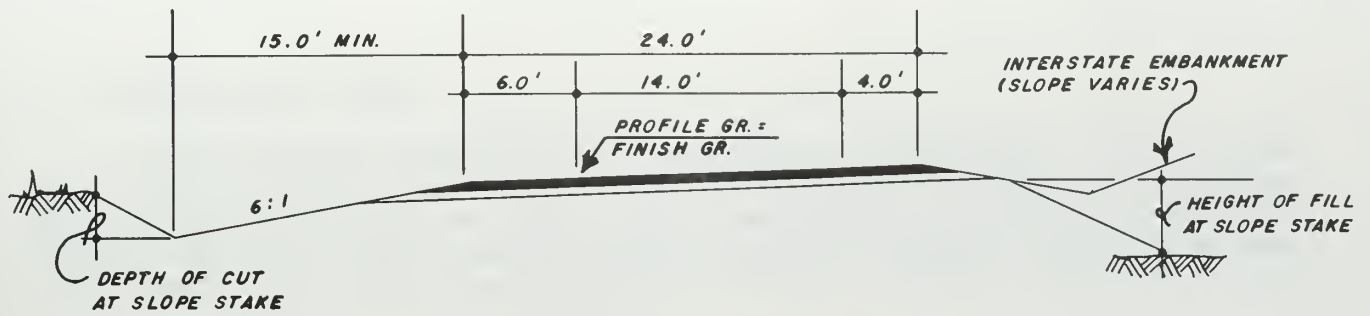
The location of the proposed project is shown on Figure 1-1. The proposed interchange is to be located near Milepost 305 approximately 1 mile northwest of the existing city limit of Bozeman. It is near the south end of Springhill Road (FAS 411). The proposed location is approximately 1.5 miles northwest of the existing North 7th Avenue Interchange and approximately 7 miles southeast of the existing Belgrade Interchange. Old U.S. Highway 10 (FAS 205) runs generally parallel with and on the north side of I-90 in the project area. A single track of the Montana Rail Link (MRL) railroad lies between I-90 and FAS 205. The preferred alternative is proposed in an area where FAS 205 and the railroad track begin to diverge away from I-90 allowing room to construct the ramps and other features.

The existing Springhill Road (FAS 411), Old U.S. Highway 10 (FAS 205) and I-90 in the project area are all paved and are in generally good condition. I-90 includes 4 lanes, 2 in each direction with 4' inside shoulders, 10' outside shoulders and a 38' median. FAS 205 includes 2 -11' lanes with 3' shoulders -- a total width of 28'. FAS 411 includes 2 lanes with no shoulders --a total width of 21'. FAS 411 is being reconstructed in 1989 and 1990 and will be 2-lane with 5' shoulders -- a total width of 34'.

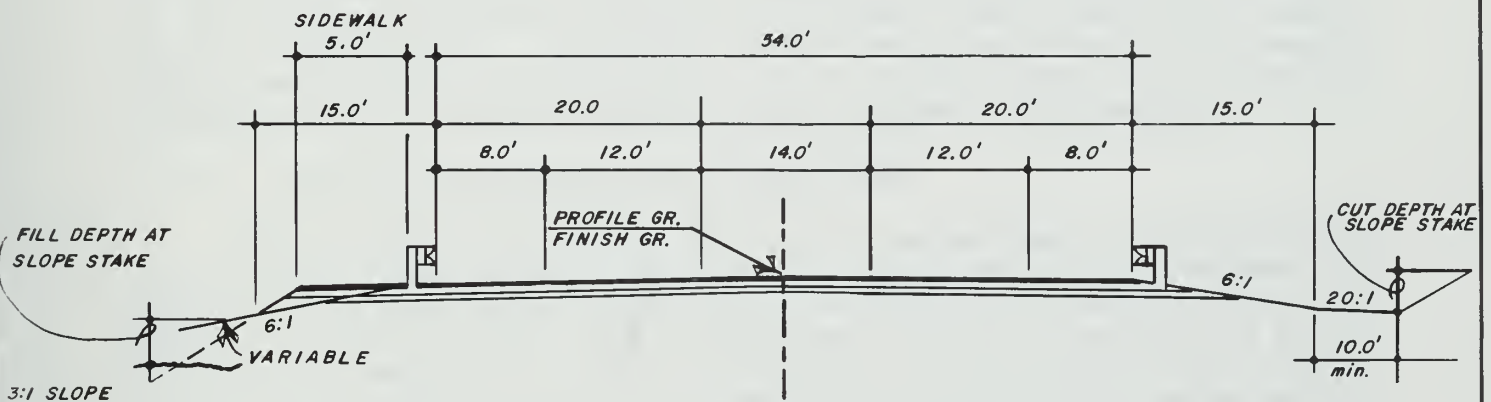
The proposed project will include crossing structures over the interstate highway, the railroad and Old U.S. Highway 10 (FAS 205) with connecting ramps to the existing interstate highway. The proposed project will also provide access to Springhill Road as well as connections to East Valley Center Drive and Old U.S. Highway 10 via Springhill Road.

The crossroad will include two (2) 12-foot wide traffic lanes, a 14 foot wide center left turn lane and 8 foot shoulders. A 5 foot wide sidewalk is proposed along one side of the cross-road. The project design speed will be 50 miles per hour -- sight distance restrictions may reduce the design speed to 40 miles per hour over the cross-road. The proposed project will include grading, drainage, surfacing, bridge construction, signing, pavement markings, guardrail, top soil, seeding, and necessary utility relocation.

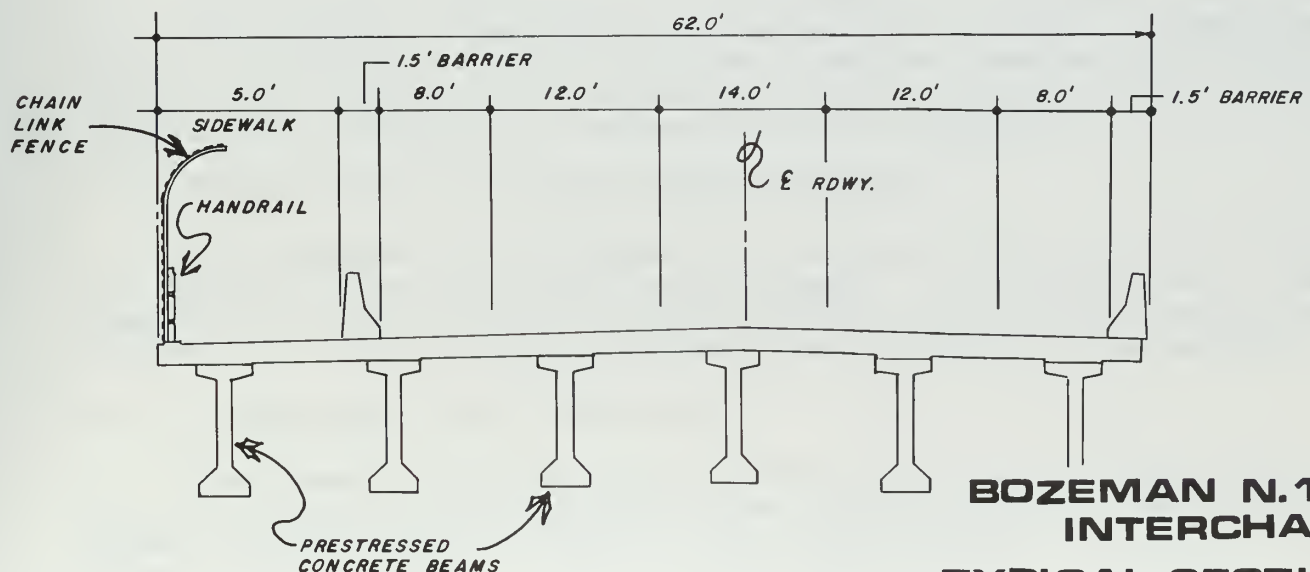




TYPICAL RAMP SECTION



TYPICAL SECTION-CROSSROAD



**BOZEMAN N. 19TH
INTERCHANGE
TYPICAL SECTIONS**

TYPICAL BRIDGE SECTION

2. PURPOSE AND NEED

The proposed project will provide an important link in the transportation system of the City of Bozeman and the surrounding area. The communities and activities served and the project's relationship to other existing and planned highway facilities are discussed in following paragraphs.

2.1. COMMUNITIES AND ACTIVITIES SERVED

2.1.1. Improved access to Bozeman's Northwest Sector

The northwest and west area of the City of Bozeman that will be served by the interchange represents the city's area of highest growth potential. The area includes Montana State University, the Advanced Technology Park, the Main Mall and major subdivision developments. Bozeman's 1981 Transportation Plan¹ recognized past and projected growth in this area and, as a result, recommended the construction of the proposed interchange.

2.1.2. Unobstructed North-South Corridor

The 1981 Transportation Plan also recognized the importance of the 19th Avenue North-South Corridor, which may become the city's only complete north-south corridor. The corridor is planned to extend from I-90 to an area south of the Montana State University Campus -- it will therefore provide direct access between I-90 and the campus. The corridor is also expected to become an important route between I-90 and U.S. Highway 191, the main route between the Bozeman area and Big Sky Resort, other recreation areas and Yellowstone National Park.

2.1.3. Congestion on Existing Streets and Highways

The planned development of the North 19th Avenue Corridor and the proposed interchange are expected to reduce congestion already occurring on North 7th Avenue and the related I-90 interchange and on both Main Street and Durston Road between North 19th Avenue and North 7th Avenue (See 4.15 TRAFFIC).

2.2. RELATIONSHIP TO OTHER HIGHWAY PROJECTS

The proposed interchange will provide access between I-90 and several other important area highways. The locations of the roadways and their relationship to this project are shown on Figure 1-1. The roadways are described in following paragraphs:

2.2.1. Springhill Road, FAS 411

This federal aid secondary highway serves a large residential, farming and recreational area north of I-90. FAS 411 is being reconstructed in 1990. A new intersection with Old U.S. Highway 10 (FAS 205) is included with the project.

2.2.2. East Valley Center Drive Extension, FAS 235

Planned for construction in 1993. This highway extension will connect the existing East Valley Center Drive with North 19th Avenue along a route adjacent to and parallel with the southwest side of I-90. The proposed connection of East Valley Center Drive to North 19th shall be a minimum of 300 feet south of the south interchange ramps.

2.2.3. Old U.S. Highway 10, FAS 205

This road, a federal aid secondary highway, provides an alternate route between Belgrade and Bozeman as well as serving as a frontage road for local access north of I-90.

2.2.4. North 19th Avenue/Oak Street, FAU 1201/1202

This project is planned to help reduce traffic on North 7th Avenue and Main Street. It is to serve as part of the above mentioned 19th Avenue North-South Corridor.

2.2.5. Peripheral Arterial System

The proposed interchange is an important link in an arterial street system being developed around the periphery of the city which includes:

Highland Boulevard from East Main Street to Kagy Boulevard,
Kagy Boulevard, and
19th Avenue.

2.2.6. U.S. Highway 191, FAP 50.

As indicated above, the proposed 19th Avenue North-South corridor will serve as an important link between I-90 and U.S. Highway 191. This highway in this area is scheduled for reconstruction in 1991 which will include widening from 2 lanes to 4 lanes with a continuous left turn lane/median from Four Corners to Bozeman.

3. ALTERNATIVES CONSIDERED

The following alternatives are under consideration and are discussed in detail in this document:

Alternative A - shown on Figure 3-1. This alternative will be a diamond type interchange. On the south side of the interstate highway, the East Valley Center Drive to North 19th Avenue route will be the through movement of traffic. The traffic approaching from the north on the crossroad will be required to stop.

Alternative B - shown on Figure 3-2. This configuration is the preferred alternative. This alternative will be a diamond type interchange. On the south side of the interstate highway, traffic approaching the interchange from the west on East Valley Center Drive will be required to stop while traffic traveling between North 19th Avenue and the crossroad will be the through traffic movement. On the north side of the interstate highway, traffic approaching Springhill Road from the south will be required to stop and Springhill Road will be the through traffic movement. Several local users feel that traffic traveling north on 19th Avenue should be allowed through traffic movement onto Springhill Road requiring vehicles approaching from old U.S. 10 to stop. The final design will address these two minor alternatives prior to construction.

The No-Build Alternative. While this alternative will not satisfy any of the objectives of the proposed action, it is addressed in this environmental assessment and is used as a basis for evaluation of impacts.

The following alternatives have been considered, but were not selected for complete study and analysis in this document:

Alternative C - would be located at Nelson Road, less than one mile west of Alternative A or B. It would be a diamond type interchange similar to the preferred alternative. This alternative is considered less reasonable since, in this area, the railroad is adjacent to the interstate highway and construction of ramps would require construction of extensive retaining walls, erected roadway structures or the relocation of the tracks. In addition, this alternative does not correlate well with the existing or proposed street and road network.

Alternative D - would be located east of the preferred alternative. This alternative is not considered desirable because it would be too close (less than 1 mile) to the existing interchange at North 7th Avenue.

4. AFFECTED ENVIRONMENT AND IMPACTS

4.1. SOCIAL AND ECONOMIC

4.1.1. Population and Economic Conditions and Trends

In the 1970's and 1980's, Gallatin County's population has grown at an average annual rate of about 3 percent (U.S. Department of Commerce, Bureau of the Census 1970, 1980 and 1989²). All of the County's major economic sectors, except agriculture, have experienced increases in employment and personal earnings (Phil Brooks, 1989¹⁸). Since 1970, growth in jobs and personal earnings has averaged about 6 percent per year (U.S. Department of Commerce, Bureau of Economic Analysis, 1989³).

In recent decades, the prominence of rural settlement has caused the distribution the County's population to become less centralized. Meanwhile, the focus of the County's employment, commerce, educational and cultural activities has remained in the City of Bozeman (Bill Murdock 1989⁴ and Ron Brey 1989⁵). The combined effect has been to substantially increase the volume of traffic using the major access routes into the City.

HISTORICAL AND PROJECTED POPULATION GROWTH

Bozeman and Gallatin County 1930-2010

YEAR	BOZEMAN	GALLATIN COUNTY
1930	6,855	16,124
1940	8,655	18,269
1950	11,325	21,902
1960	13,361	26,045
1970	18,670	32,505
1980	21,645	42,865
1987	23,800	48,500
1988	NA	48,500
1990	24,300	49,700
2000	26,800	57,990
2010	29,600	67,300

Sources:

a. Population counts for 1930-1980 are by U.S. Department of Commerce, Bureau of the Census.

b. Population estimates of 1987 (Bozeman), 1990, 2000, 2010 and 2020 developed by Jim Boyer, Socioeconomic Consultant with the help of Bill Murdock, Planner, Gallatin County Planning Board, 1989.

c. Population estimates for 1987 and 1988 developed by U.S. Department of Commerce, Bureau of the Census⁶.

Settlement patterns outside of the City of Bozeman are pertinent to the North 19th Avenue project. In the 1980-1990 period, an estimated population increase of 2,950 occurred in areas northwest and north of the City (about 40% of the County's predicted population increase for the decade). The majority of this settlement occurred along the Interstate 90 corridor, in unincorporated areas and in the Town of Belgrade (Bill Murdock 1989⁴).

Population and economic patterns occurring in the 1970's and 1980's are expected to continue into the future, although growth is expected to be at a slower rate. Most new jobs and growth in commerce are expected to be located within Bozeman, while most new settlement will occur outside the City's current boundaries (Ron Brey, 1989⁵). In the 1990's, Bozeman's population is predicted to grow by 10.5 percent (1% per year) compared to 24 percent growth for the other areas of the County (Bill Murdock, 1989⁴).

4.1.2. Potential Impacts and Mitigation

4.1.2.1. Minority Population

The following is a summary of the population in the City of Bozeman, Belgrade and Gallatin County by race and/or national origin, based on the 1980 U.S. Census Data⁷:

	City of Bozeman	City of Belgrade	Gallatin County
White	21,038	2316	42,865
Black	33	3	36
American Indian	339	14	458
Asian & Pacific Islander	134	1	192
Other	101	2	156
Spanish	218	5	328
Total	21,863	2341	44,035

There are no known communities or concentrations of minorities in the project area.

4.1.2.2. Traffic Congestion

During peak use periods North 7th Avenue, Durston Road and Main Street intersections already approach unacceptable levels of

service (Ron Brey, 1989⁵). In the absence of an alternative access route from the northwest, the continuation of ongoing population and economic trends will concentrate additional traffic on to North 7th Avenue and at the 7th Avenue - Main Street intersection.

The proposed North 19th Interchange and other complementary transportation projects will help to redistribute commuter and other traffic originating from northwest of the City on to other City streets (See 4.15 TRAFFIC). The projects will provide for safer and more efficient movement within much of the City.

4.1.2.3. Commercial Development in New Areas

The traffic pattern changes resulting from construction of North 19th Avenue Interchange and connector routes into Bozeman will create potential for commercial development in new areas of Bozeman as well as accelerate residential development within the effective area.

A. Development of the Interchange Area:

It is likely that land areas immediately adjacent to the new interchange will be proposed for development with highway-travel oriented businesses (Ron Brey, 1989⁵). These businesses, if constructed, may compete with similar businesses located near existing interchanges. The new businesses may provide a slightly different array of goods and services than existing businesses and may attract additional customers who would otherwise not make purchases in the Bozeman-Gallatin County economy. The additional expenditures will contribute to overall growth in the employment and incomes of County residents.

B. New Commercial Strip Development

Scheduled improvements to Springhill Road and Oak Street and 19th Avenue are likely to create traffic volumes conducive to "commercial strip" development on lands adjoining 19th Avenue and along the east-west connector routes into Bozeman's central business and university districts. The new interchange will also add traffic to these roads, further increasing their viability for commercial development. If commercial development is allowed to occur, it will create new competition for businesses in established commercial areas.

Development of new "commercial strips" could be discouraged by City of Bozeman land use policies (John Craig, 1989⁸). The City's master plan already contains strong statements and policies discouraging development of new commercial strips in its planning area (City of Bozeman 1983 and Ron Brey, 1989⁵).

4.1.2.4. Traffic Reductions on Existing Streets

The rerouting of some traffic away from North 7th Avenue and Main Street will have a mixture of effects on commercial activities along these roadways. Some business sales could be lost to North 7th Avenue merchants when travelers no longer use this road to commute to the City.

On the other hand, the new interchange will help to reduce the North 7th Avenue's congestion problems, allowing businesses to become more accessible to potential customers. During peak travel periods, traffic congestion inhibits cross lane turns (Ron Brey, 1989⁵).

Main Street merchants could benefit from the interchange if it successfully reroutes semi-truck traffic away from the central business district. Rerouting of the truck traffic will reduce traffic congestion and improve esthetics of the downtown business area.

4.1.2.5. Industrial Park Access

The proposed interchange site is located just to the north of the Bozeman Gardiner Simmental Plaza Subdivision. Interchange development will provide much improved access to and from the industrial park by way of Interstate 90. Current access is provided via Baxter Lane. None of the businesses in the industrial area will need to be relocated as a result of interchange development.

4.1.2.6. Neighborhood Effects

No residences are located in the near vicinity of the proposed interchange. Much of the land located south of the proposed interchange site (along 19th Avenue) is still used for agriculture. A mobile home park and single family residences are located east of 19th Avenue, north of Durston Road. These residents will experience the noise and inconveniences associated with increases in traffic near their homes. Irrespective of the interchange project, substantial increases in traffic will occur on this section of North 19th Avenue because of the planned extension of Oak Street and N 19th.

4.1.2.7. Property Values and Taxes

Construction of the interchange will likely increase the market value of adjoining lands and lands in the nearby industrial park. In combination with the effects of other transportation projects planned by Bozeman and Gallatin County, the interchange could contribute to an increase in the value of land along 19th Avenue by improving its development potential.

Interchange construction will remove small amounts of agricultural land and land zoned for light industrial development

from the local tax bases. The losses could be offset by the property taxes paid by commercial development if allowed next to the interchange.

4.1.2.8. Construction Impacts

Assuming a construction cost of about \$3 million, building the project can be expected to create the equivalent of about 40 jobs for a year and a payroll of \$750,000. Project construction will benefit local residents hired to work on the project. Local purchases made by contractors and construction workers will also benefit the local economy creating additional income for business operators and their employees. Project construction will not have significant long-term effects on employment in the County.

If non-local workers are hired to construct the project they will cause a small temporary increase in the local population.

4.2. RELOCATION

There will be no relocations of homes or businesses required for the proposed interchange.

4.3. AIR QUALITY

In general, any project which will smooth out the traffic flow, and reduce stopping and idling time will also reduce the amount of air pollution emissions from transportation sources. From this standpoint the proposed project should have a beneficial impact on air quality.

Asphalt plants and gravel crushers are the primary emission sources for highway construction. They must obtain air quality permits from the Air Quality Bureau of the Montana Department of Health and Environmental Sciences to operate in the State.

Requirements of the Montana Department of Highways, Standard Specifications⁹, will be followed to help mitigate dust and other air pollution during construction.

The project is in an air quality attainment area where the State Implementation Plan (SIP) does not contain transportation control measures.

The direct impact of construction of the interchange will be an increase in carbon monoxide (CO) and total suspended particles (TSP) in the immediate area of the interchange.

The indirect impact of building the interchange will be a decrease in both the CO and the TSP concentrations along much of the major street network in Bozeman. The more desirable access routes provided by the interchange will remove some of the traffic from the major street network and thereby reduce the total concentrations of pollutants along the network.

4.4. NOISE

Construction of the proposed interchange will cause an increase in noise levels in the immediate vicinity. There are no residences or other noise sensitive receptors that will be affected.

For the Bozeman Arterials Final Environmental Impact Statement¹⁰ Noise levels at several locations along North 19th Avenue and Oak Street were measured, in 1985, to range from 50 to 63 L₁₀ dBA.

At the same sites, noise levels were projected to range from 66 to 72 L₁₀ dBA in the year 2008 if the interchange is not constructed. Noise levels were projected to range from 65 to 73 L₁₀ dBA in the year 2008 if the interchange is constructed. The interchange should have no significant effects on future noise levels on existing streets in northwestern sections of the City of Bozeman.

Noise impacts due to construction activities are anticipated to be minimal due to the distance between the interchange construction zone and the noise receptors.

4.5. ENERGY

A major emphasis of the Bozeman Transportation Plan¹ is to improve traffic operation through the construction of a circumferential transportation loop around the City. The street network recommended, of which the proposed interchange is a part, will result in an overall reduction in the vehicle miles and hours of travel. Operating efficiency will be increased. The end result of the project will be a more efficient transportation system and a reduction in energy consumption for the community.

4.6. FLOODPLAIN

Flood boundary and flood plain maps¹¹ have been reviewed. The proposed project is not located within a delineated floodplain or floodway. There is an existing natural drainage west and south of the proposed interchange. The drainage appears to be unaffected by the interchange construction but will be perpetuated if necessary.

4.7. IRRIGATION

There are existing irrigation ditches in the area of the interchange. These ditches will be relocated, if necessary, and perpetuated.

4.8. WETLANDS

The project will have no significant effect on wetlands.

4.9. LAND USE

A portion of the Bozeman Area Master Plan¹⁸ is shown on Figure 4-1. The land between U.S. 10, Springhill Road and Moss Bridge Road is master planned for medium density residential development. The area northeast of the above described site is planned for low density residential development. The area south of the interstate is master planned for low density residential and light industry. The light industry area is located in the Gardiner Simmental Plaza Subdivision plus a small area north of the subdivision.

The majority of the land is zoned AS (Agriculture Suburban) for agriculture and is used as farmland. The land located in the Gardiner Simmental Plaza Subdivision is zoned M-1 (Commercial-Light Manufacturing). This subdivision has experienced substantial development within the last year. Gibson Guitar has recently constructed a new manufacturing facility and Montana Container Corporation and Lux Transfer and Storage are expanding their building. The project is expected to promote additional development in this area which would not otherwise occur.

The interchange construction will include acquisition of small amounts of agricultural land and land zoned for light industrial. Where the taking of the land involves only part of the owners' property, the owner will be entitled to severance damage to the remainder.

Bogart Subdivision No. 1 and 2 is zoned RS-1 (Residential-Suburban) except for the lots along the east boundary which are zoned AS and developed as a commercial nursery.

Access to the area south of the interstate, at present, is not convenient. The rate at which future development occurs may depend on when adequate access is provided. If the interchange were constructed, the access will be provided, commercial development will be more attractive and development pressures will increase.

Development of new "commercial strips" could be discouraged by City of Bozeman land use policies (John Craig, 1989⁸). The City's master plan already contains strong statements and policies discouraging development of new commercial strips in its planning area (City of Bozeman 1983 and Ron Brey 1989⁵).

4.10. HISTORICAL/CULTURAL/ARCHAEOLOGICAL RESOURCES

A cultural resource inventory has been completed¹². No eligible prehistoric or historic properties were located within the project area.

A single set of Montana Rail Link (formerly the Burlington Northern Railroad and before that the Northern Pacific Railroad) tracks run along the north side of I-90 through the project area. In accordance with the "Waiver of the Inventory and Evaluation for Some Linear Sites" agreement between the Federal Highway Administration, the Montana Department of Highways and the State Historic Preservation Office, the railroad property is excluded from inventory and evaluation since less than 500 feet of the property might be impacted by the proposed project.

The potential for undiscovered, intact prehistoric properties is believed to be low due to a long history of farming and road building and more recent commercial development in the area. However, if any prehistoric cultural material is encountered during subsurface disturbance phases of the proposed work, construction should be suspended and a professional archaeologist be notified.

4.11. WATER QUALITY

Surface water consists mainly of irrigation ditches with occasional surface water during periods of runoff. All surface water in the project area drains northward to the East Gallatin River. Ground water underlines the area at shallow to moderate depths.

Some short term construction related water quality impacts may occur. These impacts will be minimal due to the distance from the East Gallatin River. The impact will also be mitigated by conformance to the MDOH Standard Specifications⁹ and adherence to requirements of the Water Quality Bureau of the Montana Department of Health and Environmental Sciences and local regulations. No stream channel modifications will be required for this project. Existing drainageways will be maintained.

4.12. THREATENED OR ENDANGERED SPECIES

The U.S. Fish and Wildlife Service has been consulted¹³ regarding any possible impacts on threatened or endangered species. The agency indicated that the Endangered species which may occur in the project area include the bald eagle (*Haliaeetus Leucocephalus*) and peregrine falcon (*Falco Peregrinus*). However, based on the nature of the proposed work and the specific location of the project, no project related impacts are expected.

4.13. PRIME AND UNIQUE AGRICULTURAL LANDS

The U.S. Department of Agriculture, Soil Conservation Service in Bozeman has been contacted regarding this project²⁰. The soils in the area affected by the project do not appear to have been recently irrigated and are, therefore, not considered to be prime or unique.

When actual right-of-way requirements are determined, U.S. Form AD-1006 "Farmland Conversion Impact Stating" will be completed and coordinated with the Soil Conservation Service.

There are irrigation systems which may be affected during construction of the project. Existing irrigation systems will be perpetuated and will not be interrupted.

Approximately 24 acres will be required for right-of-way for the proposed project.

4.14. CONSTRUCTION

Traffic will be maintained during construction. Construction related activities will result in some short term adverse impacts which cannot be avoided. These impacts will be temporary and should last only for the duration of construction activities. Possible impacts include:

- dust from construction equipment activities,
- increased noise levels from construction equipment,
- potential for erosion from fresh cut and fill slopes,
- inconvenience to traffic due to delays, reduced speeds, detours and temporary surfacing.

Impacts will be minimized to the extent practical through proper construction practices. Dust will be controlled by watering or other acceptable methods. Construction related erosion will be controlled and slopes will be revegetated as soon as possible. A traffic control plan will be developed to minimize inconvenience to motorists during construction.

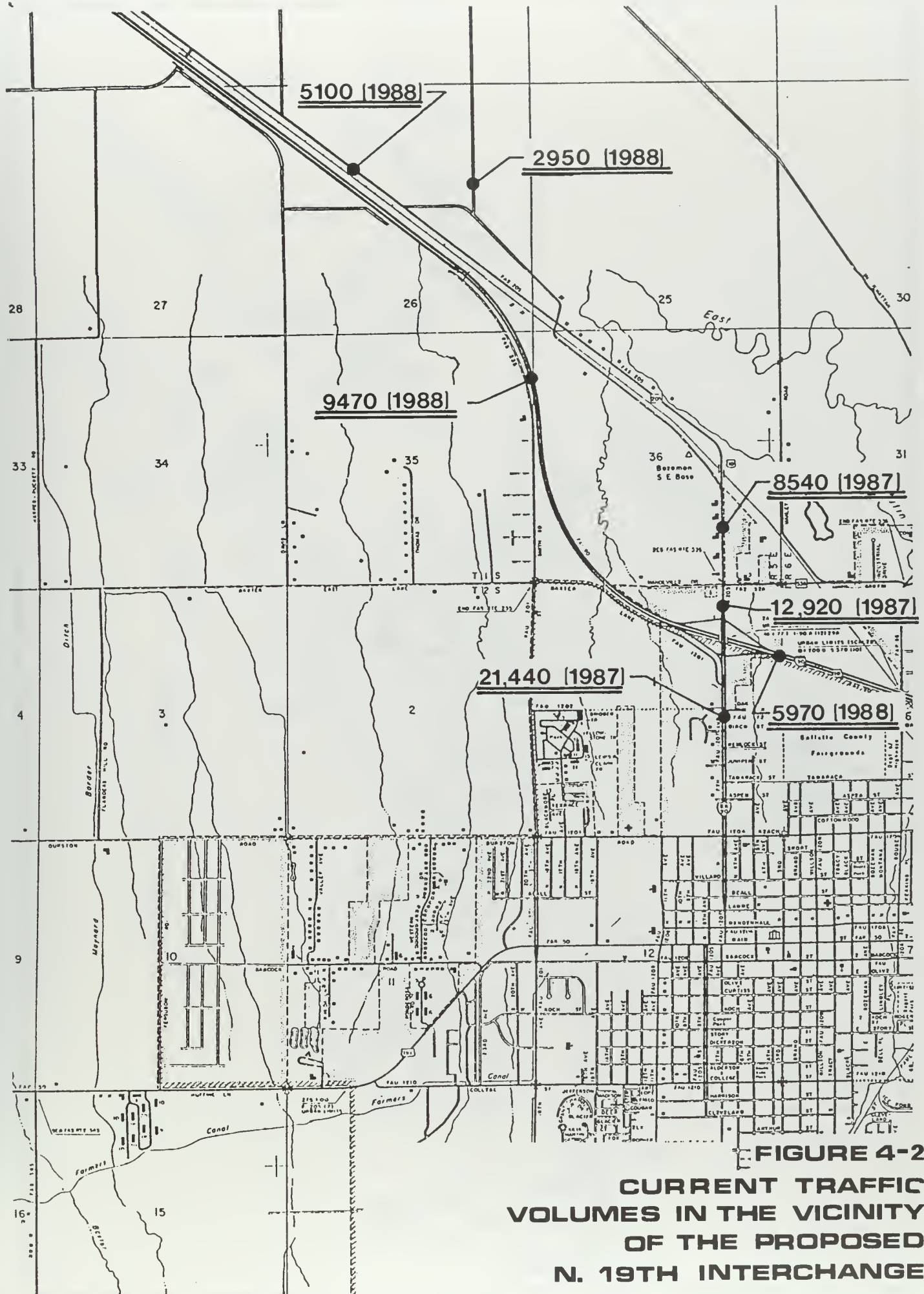
Gravel and borrow sources for base and surfacing aggregates have not been defined. Borrow material removal and gravel pits will be subject to applicable rules and regulations of the Montana Open Cut Mining Act.

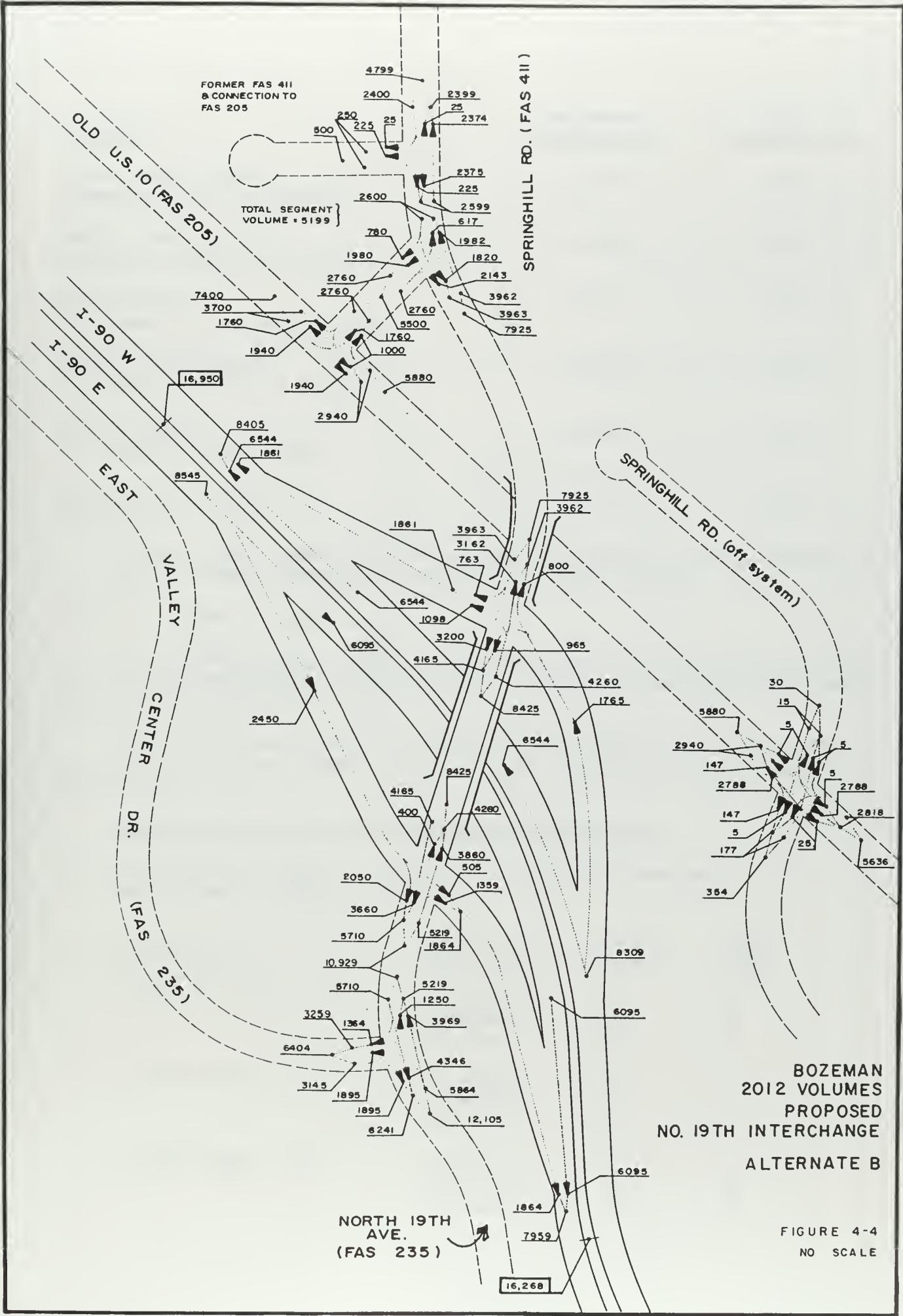
4.15. TRAFFIC

4.15.1. Existing and Projected Traffic Volumes

Current traffic volumes in the vicinity of the proposed interchange are shown on Figure 4-2. Projected traffic volumes and turning movements if the preferred alternative is constructed are shown for the years 1992 and 2012 on Figures 4-3 and 4-4, respectively.

The following summary, based on information provided in the Bozeman Arterials EIS¹⁰, lists traffic volumes (year 2008) at various locations in the vicinity of the project with and without the proposed interchange:





<u>Location</u>	<u>Without Interchange</u>	<u>With Interchange</u>
North 19th Street (Between Oak and Baxter)	6070	11960
North 19th Street (Between Durston and Oak)	17840	21540
Oak Street (Between N 19th and N 7th)	15240	12860
North 7th Avenue (Between Birch and Oak)	36040	32290
Main Street (Between 8th and 7th)	38260	35730
U.S. 191 (West of N 19th)	31580	33090

Note: The numbers above assume improvements recommended in the Bozeman Arterials EIS will be constructed.

4.15.2. Level of Service

2012 design year levels of service for the preferred alternative are estimated to be A at all proposed ramps as they merge with or diverge from I-90.

Levels of service for critical movements at intersections with the crossroad under unsignalized conditions are summarized as follows:

Level of Service, Unsignalized Intersections

North/South Street = North 19th Avenue (Crossroad)
North/South = Major Street

<u>Intersection</u>	<u>Location</u>	<u>1992 LOS</u>	<u>2012 LOS</u>
-----	-----	---	---
N 19th/E Valley Cen	EB LEFT	D	F
	EB RIGHT	A	C
	NB LEFT	A	B
N 19TH/RAMPS 3-4	EB LEFT	B	E
	EB RIGHT	A	C
	SB LEFT	A	A
N 19TH/RAMPS 1-2	WB LEFT	B	E
	WB RIGHT	A	A
	NB LEFT	A	A

Level of service C is considered acceptable for a facility of this type.

As indicated above, eastbound traffic from East Valley Center Drive turning left to North 19th Avenue is projected to operate at LOS D in 1992 and may exceed capacity by the design year. If a signal is installed, these movements will operate at LOS B or better through the design year. Installation of all-way stop control will also provide sufficient capacity through the design year.

All-way stop control or signalization may also be considered at the intersections of the ramps with the crossroad, as projected traffic volumes develop.

4.16. PEDESTRIANS AND BICYCLISTS

Existing pedestrian and bicyclist numbers in the vicinity of the interchange are low and no special facilities are planned. However, as indicated in an earlier section, an 8 foot wide shoulder will be provided along each side of the new cross-road which may be beneficial for pedestrians and bicyclists. A 5 foot wide sidewalk along one side is planned for the crossroad bridges.

4.17. VISUAL

The existing visual environment includes the existing 4-lane Interstate Highway 90, Springhill Road, Old U.S. 10 and the railroad tracks.

Construction of the proposed project and its crossroad and bridge structures will alter the view of the existing roadways.

Those affected will include an existing residential development approximately 400 feet from the interchange, several farm houses and travelers on existing and proposed roadways in the project area.

Construction of smooth lines and slopes and revegetation of slopes will help mitigate negative visual impacts.

5. COMMENTS AND COORDINATION

The Bozeman Policy Coordinating Committee, which includes representatives of both the City of Bozeman and Gallatin County, has recommended the proposed project as an important part of the area's existing and future transportation system. The committee prepared and submitted the "I-90 Interchange Proposal"¹⁴ to the Montana Highway Commission requesting that the interchange be added to the Department of Highways' construction Program.

The proposal indicates that the City of Bozeman has obtained easements for access to the facility and "waivers of right to protest the creation of a special improvement district" for constructing part of the southern access to the interchange. These easements and waivers were based on a proposed alignment approximately 500 feet east of current alignment. The proposal also indicates that property owners and developers in the area have expressed interest in dedications of land and/or cash contributions once final location decisions for the facility have been made.

The proposal also includes letters from local agencies, businesses and individuals expressing support for the project.

In addition to acquisition of some of the right-of-way and establishing special improvement districts (SID'S) for funding the design and construction of connecting streets, the City of Bozeman is funding preliminary engineering and studies for preparation of preliminary design, preparation of the access request and the preparation of this environmental assessment.

The City may participate in future phases of project development which could include acquisition of additional right-of-way, creation and administration of SID's for connecting streets and completion of final design for the proposed interchange.

The project was recommended by the 1981 Bozeman Transportation Plan¹ and conforms with recommendations in the Bozeman Arterials Final Environmental Impact/4(f) Statement¹⁰.

A request for access¹⁵ for the proposed interchange, to allow construction of a new point of access to the interstate system, has been completed and submitted for review to the Federal Highway Administration (FHWA). The FHWA has indicated that they see no unsurmountable problems with the approval of an additional access point at the proposed location¹⁶.

The proposed alignment and location was reviewed by the Bozeman Technical Advisory Committee (TAC) and the Policy Coordinating Committee (PCC) at their joint meeting June 1, 1989. Both committees support the recommended location and alignment.

A Notice of Intent¹⁷ was issued on June 5, 1989 by the City of Bozeman and Gallatin County to advise the public and interested agencies that the proposed project is being considered and that this environmental assessment is being completed. Written comments from the following agencies were received are included in the appendix of this document:

Montana Department of Fish, Wildlife and Parks
Helena, MT

Montana Historical Society
State Historic Preservation Office
Helena, MT

Department of the Army
Corps of Engineers
Omaha, Nebraska

U.S. Department of the Interior
Fish and Wildlife Service
Helena, MT

Montana Department of Commerce
Transportation Division
Helena, MT

An environmental assessment has been completed and distributed to interested agencies and individuals. Comments were received from the following regarding the environmental assessment -- copies are included in the appendix of this document:

U.S. Department of the Interior
Fish and Wildlife Service
Helena, MT

Bozeman City-County Planning Office
Bozeman, MT

Gallatin County Commission
Bozeman, MT

A location and design public hearing was held on 03 April 1990. A copy of a summary of the meeting and subsequent written comments received are included in the appendix.

The Montana Highway Commission, at a meeting on 08 June 1990, added this project to the Montana Department of Highways construction program.

This document includes minor revisions suggested during review of the environmental assessment.

6. LIST OF PREPARERS

This environmental assessment was prepared by the Montana Department of Highways and the Federal Highway Administration with assistance from Morrison-Maierle/CSSA. The primary agencies and the individuals involved include the following:

Montana Department of Highways

Robert R. Newhouse, Consultant Design Engineer, Consultant Design Section

FEDERAL HIGHWAY ADMINISTRATION

Dale W. Paulson, Environment and Project Development Engineer

MORRISON-MAIERLE/CSSA

Scott Bell, Project Manager

Brad Peterson, Project Engineer

HISTORICAL RESEARCH ASSOCIATES

T. Weber Greiser, Senior Archeologist

JIM BOYER CONSULTING

Jim Boyer, Economist

7. REFERENCES

Copies of all references listed below are available for inspection at the offices of Morrison-Maierle/CSSA, Inc., 601 Haggerty Lane, Bozeman, Montana 59715.

1. Clete Daily and Associates, Bozeman Transportation Plan, January 1982.
2. U.S. Department of Commerce, Bureau of the Census, Census of Populations; Montana, 1930, 1940, 1950, 1960, 1970, 1980, Washington D.C.
3. U.S. Department of Commerce, Bureau of Economic Analysis. Regional Economic Information System; computer tapes. Washington, D.C., 1989
4. Murdock, Bill, Planner, Gallatin County Planning Board. Bozeman, MT. Telephone conversations with Jim Boyer, Socioeconomist; Helena, MT, July 27 and August 1, 1989.
5. Brey, Ron, Planner, Bozeman-Gallatin County, City-County Planning Board. Bozeman, MT, Personal interview and telephone conversation with Jim Boyer, socioeconomist, Helena, MT, July 19 and July 27, 1989.
6. U.S. Department of Commerce, Bureau of Economic Analysis. Regional Economic Information System; computer tapes. Washington, D.C., 1989
7. Census and Economic Information Center, Montana Department of Commerce, Census of Population and Housing, 1980.
8. Craig, John, Bureau Chief, Intermodal Commodities Bureau, Montana Department of Commerce, Helena, MT. Personal Interview with Jim Boyer, socioeconomist, Helena, MT, July 18, 1989.
9. Montana Department of Highways, Standard Specifications for Road and Bridge Construction, 1987 Edition.
10. Montana Department of Highways and Federal Highway Administration, Final Environmental Impact/4(f) Statement, Bozeman Arterials, North 19th Avenue - Oak Street M1299(1), Kagy Boulevard M1212(4), October, 1986.
11. Federal Emergency Management Agency, Flood Boundary and Floodway Map, Gallatin County, City of Bozeman, Montana, Panel 4 of 21, 15 March, 1982.
12. Historical Research Associates. Cultural Resource Survey, North 19th Avenue I-90 Interchange Bozeman, Gallatin County Montana, 10 May, 1989.
13. McMaster, Kemper. Acting State Supervisor, Montana State

office Fish and Wildlife Enhancement, U.S. Fish and Wildlife Service, U.S. Department of the Interior. Letter dated 30 June, 1989.

14. Bozeman Policy Coordinating Committee, I-90 Interchange Proposal, 20 January 1988.

15. Montana Department of Highways, Request for Access, North 119th Avenue Interchange, Interstate Highway 90, Bozeman, Montana, Project No. I 90- ()305, draft dated 27 Oct. 1988.

16. Dunbar, William S., Planning and Program Dev. Engineer, Montana Division, Federal Highway Administration, letter dated 06 March 1989.

17. City of Bozeman and Gallatin County, Notice of Intent, 5 June, 1989.

18. Brooks, Phil, State Economist, Montana Department of Commerce, Office of Research and Economic Information Services. "Economic Conditions in Montana 1988," Helena, MT 1989.

19. Bozeman, City of, "Bozeman Master Plan," Bozeman, MT 1983.

20. Hill, Gordy, U.S. Department of Agriculture, Soil Conservation Service, Bozeman, MT. Personal contact, 11 June 1990.

8. APPENDIX

8.1 COMMENTS RECEIVED IN RESPONSE TO THE NOTICE OF INTENT

Mr. David Johnson
Chief, Preconstruction Bureau
Department of Highways
2701 Prospect
Helena, MT 59620

RE: I-90-() 305
Proposed N. 19th Ave. Interchange
Bozeman, Montana

Thank you for the opportunity to comment. We appreciate your cooperation.

W.H. Poole

MEP/th

52nd To Consultant
11-28-89
Bob Johnson

[illegible]

RECEIVED JUL 1 / 1989



State Historic Preservation Office

Montana Historical Society

Mailing Address: 225 North Roberts • Helena, MT 59620-9990

Office Address: 102 Broadway • Helena, MT • (406) 444-7715

July 13, 1989

Mr. Scott Bell, E.I.T.
Project Manager
Morrison-Mairle/Cssa, Inc.
P.O. Box 113
Bozeman, MT 59715

Re: Notice of Intent
I90 305
Proposed North 19th Avenue Interchange

Dear Mr. Bell:

Use of Federal Highway Administration funds for the project identified above will trigger the procedures outlined in 36CFR800, regulations supporting the National Historic Preservation Act. The amount of new construction outlined is very likely to require systematic archaeological and historic inventory of areas to be affected. However, specific consultation on that issue should be undertaken by the Montana Department of Highways/Federal Highway Administration during regular project planning steps.

Sincerely,

Marcella Sherfy,
State Historic Preservation Officer

cc: Mayor of Bozeman

File: Comp/MDOH/Bozeman North 19th Avenue Interchange

RECEIVED AUG - 2 1989

991 East Beach
Pass Christian, Mississippi 39571

July 6, 1989

Mr. Scott Bell, E.I.T.
Project Manager
Morrison Maierle/CSSA, Inc.
P.O. Box 1113
Bozeman, MT 59715

I am writing in response to the Notice of Intent for the Proposed North 19th Avenue Interchange, dated June 5, 1989. The stated alternatives under consideration are both inappropriate and unacceptable. The alternatives for consideration of a proposed North 19th Avenue interchange must first and foremost include detailed consideration of construction of North 19th Avenue in the existing North 19th Avenue alignment from north of Baxter Lane.

I am a landowner in northwest Bozeman with 82 acres that has frontage on the entire length of North 19th Avenue alignment from Baxter Lane to Oak Street. My family has an immense investment in this property. Masterplan amendment, annexation, and zoning accomplished to date are all based on the right of way commitments for the development of an arterial in the North 19th alignment and the reroute of Baxter Lane, as recorded in the annexation contracts.

These right of way commitments have been discussed and approved at numerous hearings and are incorporated in the annexation contracts of record for both the Perkins-Saccoccia-Tschache Tracts and the Saccoccia Tract. The city cannot simply abandon principal access design for over 180 acres of incorporated land that has been approved by public due process for several years.

Abandonment of these right of way commitments will cause severe irreversible economic damage to myself and other landowners in northwest Bozeman.

I urge you to design and submit a proper proposal for construction of North 19th Avenue in the existing North 19th Avenue alignment from north of Baxter Lane.

Sincerely yours,



Philip Saccoccia, Jr.



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978

RECEIVED JUL 10 1989

REPLY TO
ATTENTION OF

June 30, 1989

Planning Division

Mr. Scott Bell, E.I.T.
Project Manager
Morrison-Maierle/CSSA, Inc.
P.O. Box 1113
Bozeman, Montana 59715

Dear Mr. Bell:

We have reviewed the proposed I-90 interchange in Bozeman, Montana, and we offer the following comments.

The design of the proposed project should insure that the project is in compliance with flood plain management criterion of the City of Bozeman and the State of Montana. As a minimum, the design should insure that the 100-year flood water surface elevation of any stream affected is not increased more than one foot relative to pre-project conditions. It is desirable, however, that water surface elevations either remain the same or decrease as a result of this project.

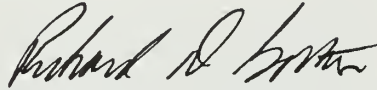
If you have not already done so, we recommend that you consult with the U.S. Fish and Wildlife Service and the state agency responsible for fish and wildlife resources. In addition, the State Historic Preservation Office should be contacted for information and recommendations on potential cultural resources in the project area.

It appears that some of the construction could take place in waterways or wetlands which are classified as waters of the United States and are therefore regulated under Section 404 of the Clean Water Act. If construction activities involve the temporary or permanent placement of dredged or fill material into waters of the United States, a Section 404 permit may be required. For a detailed review of the permit requirements, final project plans should be sent to:

Mr. Robert McInerney
U.S. Army Corps of Engineers
c/o DNRC/CDD
1520 East 6th Avenue
Helena, Montana 59620-2301

If you have any questions, please contact Mr. Steve Rothe of our staff at (402) 221-4579. Thank you for the opportunity to review this proposal.

Sincerely,

A handwritten signature in cursive script, appearing to read "Richard D. Gorton".

Richard D. Gorton
Chief, Environmental
Analysis Branch
Planning Division

RECEIVED JUL - 3 1989



UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE

Fish and Wildlife Enhancement
Federal Bldg., U.S. Courthouse
301 South Park
P.O. Box 10023

Helena, Montana 59626

IN REPLY REFER TO:

FWE-61130-BILLINGS
M.17(I)

June 30, 1989

Mr. Scott Bell, E.I.T.
Project Manager
Morrison-Maierle/CSSA, Inc.
P.O. Box 1113
Bozeman, Montana 59715

Dear Mr. Bell:

This replies to the City of Bozeman's June 5, 1989 Notice of Intent concerning preparation of an Environmental Assessment for construction of a new interchange on Interstate Highway 90 located approximately one mile northwest of the city of Bozeman, Montana.

We have not conducted a field inspection of the proposed project site; we therefore have no specific information at this time concerning potential fish and wildlife impacts. However, based on review of available maps, and a brief telephone conversation with a representative of the Montana Department of Fish, Wildlife and Parks, we do not believe significant fishery impacts are likely to occur. In any case, we assume that fishery concerns will be addressed during Section 124 Permit coordination between the Montana Department of Highways and the Montana Department of Fish, Wildlife and Parks.

Available maps do indicate that one or more small, possibly ephemeral, drainages will be crossed by the project shortly before the drainages enter the East Gallatin River. These drainages have apparently been extensively modified by irrigation activities in the immediate area. While fishery concerns may not exist, there may be scattered, small wetland areas associated with the drainages and/or irrigation activities. We strongly recommend that a wetlands assessment be conducted in accordance with the procedures contained in the recently signed, "Interagency Memorandum of Understanding: Management and Mitigation of Highway Construction Impacts to Wetlands in the State of Montana". If wetland impacts will occur from project construction, these should be avoided to the extent possible and any remaining impacts mitigated, also in accordance with the Memorandum of Understanding just referenced.

The endangered species which may occur in the project area include the bald eagle (Haliaeetus leucocephalus), and peregrine falcon (Falco peregrinus). However, based on the nature of the proposed work and the specific location

of the project, we do not expect any project related impacts to endangered species.

We appreciate your efforts to consider fish and wildlife resources in project planning.

Sincerely,



 Kemper McMaster
Acting State Supervisor
Montana State Office

cc: Jeff Ryan, Montana Department of Highways (Helena, MT)
Roger Scott, Federal Highway Administration (Helena, MT)
Ken Chrest, Montana Dept. of Fish, Wildlife and Parks (Helena, MT)
Jeff Herbert, Montana Dept. of Fish, Wildlife and Parks (Helena, MT)
Regional Supervisor, Montana Dept. of Fish, Wildlife and Parks
(Bozeman, MT)
Suboffice Coordinator, U.S. Fish & Wildlife Service (FWE-61130-
Billings, MT)

JGW/dc/clh

"Take Pride in America"

6400 Bostwick Road
Bozeman, Montana 59715
June 23, 1989

Mr. Scott Bell, E.I.T., Project Manager
Morrison-Maierle/CSSA, Inc.
P.O. Box 1113
Bozeman, MT 59715

Dear Mr. Bell:

We have studied the preliminary plans for the proposed I-90/ North 19th interchange which were given to us. Now that we have a concrete plan to look at, we feel it is appropriate to offer our comments on the proposal. We can easily see the need for improved access to the University and the western sections of Bozeman, but we question the proposed location for several reasons.

1. We feel that this proposed interchange is too close to the existing one at North 7th to benefit the additional numbers that would justify this location. We believe that locating it farther north, halfway between Belgrade and Bozeman, would offer the same advantages of tying into North 19th without putting two interchanges so close together. Residents who travel on Springhill Road would have easy access to the Interstate either at a possible Valley Center location or the North 7th interchange.
2. We are distressed to note that the interchange impacts a disproportionate amount of land owned by us. Our holdings represent some of the finest residential land available in Bozeman in an established high-end residential and recreational area. While we do not know the acreage involved in the acquisition of land for the project, we can see from the maps that it is far more that we had been led to expect a year ago.
3. The three ramps to the west of Highway 10 and southwest of the Interstate will render our entire parcel of land on that side unusable for either commercial or agricultural purposes. There is no access to the small portion that would be on grade west of Ramp 4 and all other remaining parcels either have no access or lie exclusively next to an elevated portion of the ramp. All remaining parcels would be too small to farm and of no economic value. While many other landowners would benefit from the location there would be no economic benefit to us.
4. The extension of North 19th over the Interstate to Springhill Road bisects a prime parcel of land which is extremely valuable to us and has definite future

high-end development potential. The proposed Interchange plan would divide the 28 acres in half, leaving access only from Highway 10 on the easterly parcel and only from Springhill Road (assuming it is not too close to the junction) on the westerly parcel. This makes the development impossible to do in a cohesive, attractive, well-planned manner and leaves the door open for the kind of low-end development that often surrounds an interstate interchange. One of the two primary reasons we purchased the Walker Farm was to do a high-quality development on this parcel, and the proposed interchange is devastating to our plans.

5. The remaining Walker Farm land we are subdividing into large parcels that will attract buyers with the means to keep the land as rural as possible. We will have covenants protecting the habitat and wildlife along the East Gallatin River as well as the governing the appearance of buildings and fences. This is in keeping with our desire to preserve a rural agricultural environment while providing large residential sites for people who share our concerns. With an elevated ramp looming above this property it will be difficult, if not impossible, to find buyers who can afford to treat the land gently. Without sensitive planning and buyers willing to protect the environment this land could fall victim to subdivision into small parcels that would despoil the area.
6. Susan's home is at the northeast corner of the existing Springhill Road and living there represents fulfillment of a lifelong dream. The existence of the elevated ramp so close to her home is not aesthetically pleasing and would detract from the peaceful and quiet enjoyment of her home.

We understand the pressures from various groups to for an additional interchange and we believe that improved access to the University is needed. However, we feel that these problems must be solved without destroying one of the best and most fragile properties in Bozeman. We hope that you will take our concerns into account when considering your alternatives.

Yours truly,


Beatrice R. Taylor


Susan R. Taylor

DEPARTMENT OF COMMERCE
TRANSPORTATION DIVISION



STAN STEPHENS, GOVERNOR

1424 9TH AVENUE

STATE OF MONTANA

(406) 444-3423

HELENA, MONTANA 59620-0537

June 19, 1989

Mr. Scott Bell, EIT
Project Manager
Morrison-Maierle/CSSA, Inc.
P. O. Box 1113
Bozeman, MT 59715

RECEIVED JUN 21 1989

Subject: I __ 90-__(__)305

Dear Mr. Bell:

We are in receipt of your June 9th project review request -
Notice of Intent for the Bozeman North 19th Avenue Interchange.

Our comments are as follows:

1. The proposed interchange appears to have the potential for relieving many traffic circulation problems currently experienced in Bozeman.
2. The rerouting of traffic will substantially impact the businesses on North 7th.
3. This impact could be extensively increased if future strip commercial development along North 19th was not strictly controlled.
4. Provisions for a railroad overpass should be considered and coordinated with Montana Rail Link.

If we can be of further assistance in this project, please contact:

John Craig, Chief
Intermodal Commodities Bureau
Transportation Division
Montana Department of Commerce
1424 9th Avenue
Helena, MT 59620

Sincerely,

A handwritten signature in dark ink, appearing to read "John Craig".

John Craig, Chief
Intermodal Commodities Bureau

8.2 COMMENTS RECEIVED IN RESPONSE TO THE EA AND PUBLIC HEARING

RECEIVED MAR 14 1990



UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE

Fish and Wildlife Enhancement
Federal Building, U.S. Courthouse
301 South Park

P.O. Drawer 10023

Helena, Montana 59626

BRAD PETERSON
HELENA HIGHWAYS

IN REPLY REFER TO:

FWE-61130-Billings

March 13, 1990

Mr. Scott Bell, P.E.
Morrison-Maierle/CSSA, Inc.
P.O. Box 1113
Bozeman, Montana 59771-1113

Dear Mr. Bell:

This responds to your March 4, 1990 Notice of Combined Location and Design Public Hearing concerning the North 19th Street Interchange Project at Bozeman (I-90 and old Highway 10).

We are unable to attend the public hearing. However, the U.S. Fish and Wildlife Service has previously commented on this project in a letter dated June 30, 1989. Those comments remain relevant. If a site investigation has not been made to determine whether wetlands will be impacted, we urge that such an investigation be accomplished. Any unavoidable wetland impacts should be mitigated in accordance with the interagency memorandum referenced in our earlier letter.

We appreciate the opportunity to comment on the proposed highway improvement.

Sincerely,

Kemper McMaster
Kemper McMaster
Field Supervisor
FWR Montana/Wyoming Field Office

cc: Suboffice Coordinator, FWE, Billings, MT

JGW/dc

"Take Pride in America"



BOZEMAN CITY-COUNTY PLANNING OFFICE

35 NORTH BOZEMAN AVENUE
P.O. BOX 640, BOZEMAN, MONTANA 59715
PHONE: (406) 586-3321 Ext. 227

March 16, 1990

Mr. Larry Larsen, P. E.
Director
Montana Department of Highways
2701 Prospect Avenue
Helena, Montana 59620

Re: Bozeman North 19th - I-90 Interchange Proposal

Dear Mr. Larsen:

At the February 8, 1990 meeting of the newly formed Bozeman Area Transportation Coordinating Committee (TCC), it was moved and unanimously approved that this letter of application be submitted to the Montana Highway Commission. This application is intended to serve as an update of the submittal of January 1988. The TCC is hopeful that after your staff has reviewed the progress made since that time they will be able to recommend to the Highway Commission that this interchange be prioritized and funded at the earliest possible time.

After working with the Department staff during engineering services procurement, in August of 1988 the City of Bozeman contracted with the firm of Morrison-Maierle/CSSA to begin design work. The consultant has completed Phase IA, Point of Access Permit and has reached 95% completion on Phase IB, Environmental Assessment. A Notice of Intent was published in June, 1989, to solicit public comments about the proposed project. A public hearing on the EA has been scheduled and advertised for April 3, 1990. The EA has been approved for content and public availability by the Department of Highways and the Federal Highway Administration.

Last week the City of Bozeman authorized Morrison-Maierle/CSSA to continue with the preparation of roadway and bridge plans and specifications. In total the City of Bozeman at the completion of this design will have expended approximately \$168,000.00 towards the project.

In January of this year, a landowner at the proposed interchange location, verbally agreed to donate approximately 19.6 acres of necessary right-of-way for the interchange. This verbal agreement is being used to prepare a formal agreement between the landowner and the City of Bozeman which will be forwarded to your staff as soon as it is executed. The method and timing of the transfer of title and to whom the title will be transferred will be identified in the formal agreement. Based on current budget estimates for the City's 19th and Oak project, the estimated value of this donation is \$500,000.00.

Page Two -
Letter to Mr. Larry Larsen
March 16, 1990

The County's secondary project, East Valley Center, will be realigned in this area so that its design will be in concert with the proposed interchange. This change will alleviate any reconstruction costs should the two projects not be built simultaneously.

The Bozeman City Commission has adopted an Area Master Plan Update which includes and incorporates the proposed interchange. This inclusion is another example of the widespread support for the interchange project.

Morrison-Maierle/CSSA is also in the process of completing a design of the horizontal alignment of 19th between Baxter and Oak for the City of Bozeman. This work will be done in accordance with the design criteria used for the other components of the area's loop surface transportation network. This new alignment design will enable the City to reestablish commitments of rights-of-way and special improvement district waivers previously obtained on the old alignment of 19th. The City has recently been contacted by the affected landowner that he is in favor of the project and willing to formalize his commitment.

Given the on-going construction of Springhill Road, the schedule of the City's 19th and Oak project, the County's East Valley Center project and the commitment to the link between said projects, it looks quite conceivable that the roadways to service the interchange can be ready and waiting by the time the interchange goes to construction.

There are other landowners affected by the interchange location that have not been contacted directly regarding a land donation. However, it is intended to pursue these possible donations of approximately 3.5 acres in the interest of lowering the overall cost of the project.

In closing, the Bozeman area continues to be supportive of the proposed interchange and, more importantly, continues to take significant strides towards making it a reality. I can assure you that a contingent from Bozeman is available and looks forward to meeting with the Highway Commission at the earliest opportunity. We also look forward to being placed on the priority list for new interchanges on the interstate system. Thank you for your time in reviewing this letter of application and your continuing interest in the project. On behalf of the Bozeman Area Transportation Coordinating Committee, I ask that your staff give this application due consideration and recommend our proposal be approved by the Highway Commission.

Sincerely,

Jane Jelinski,
Chairperson
Bozeman Area Transportation Coordinating Committee



State Historic Preservation Office

Montana Historical Society

Mailing Address: 225 North Roberts • Helena, MT 59620-9990

Office Address: 102 Broadway • Helena, MT • (406) 444-7715

March 20, 1990

Scott Bell, P.E., Project Manager
Morrison-Maierle/CSSA, Inc.
P.O. Box 1113
Bozeman, MT 59771-1113

Re: Bozeman, North 19th Avenue Interchange (I 90- ()305)

Dear Mr. Bell:

We have received the Environmental Assessment prepared by your firm and approved by the Montana Dept. of Highways/Federal Highway Administration for the above cited proposed undertaking.

We note reference on page 16 to a cultural resource inventory that has recently been completed for the project impact area. We are unable to locate a copy of this report or any record of consultation from the Montana Department of Highways regarding this undertaking.

As stated in our letter of July 13, 1989, the use of federal funds in this project should result in direct consultation from MDOH pursuant to 36CFR800, implementing regulations for the National Historic Preservation Act. Our comments concerning the potential impacts of the project on cultural resources will be provided to MDOH at the time of consultation.

Thank you for letter and information regarding this project.

Sincerely,

Mark F. Baumler, Ph.D.
Deputy SHPO/Archaeologist

File: MDOH/Bozeman N 19th Ave Interchange

State of Montana
County of Gallatin
Bozeman



April 2, 1990

Board of County Commissioners

Mr. Scott T. Bell, P.E.
Project Manager
Morrison-Maierle, CSSA Inc.
PO Box 1113
Bozeman, MT 59715

311 West Main Street
Room 301
Bozeman, MT 59715
406/585-1400
406/585-1403 Fax Number

Re: Bozeman North 19th - I-90 Interchange Proposal

Dear Scott:

This letter is written to emphasize the Gallatin County Commission's support of an interchange on I-90 near North 19th Avenue and Springhill Road.

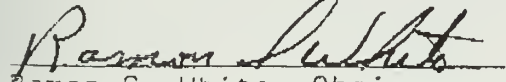
Gallatin County's long standing Federal Aid Secondary project priorities are closely associated with the need for an Interstate interchange at this location. The projects, Springhill Road and East Valley Center Road converge on the site of the proposed interchange. The projects are intended to address transportation problems which arose as a result of significant growth in Belgrade and in areas north and west of the City of Bozeman. Interstate access at the North 19th location is crucial to these transportation improvements and would relieve existing interchange facilities and access corridors.

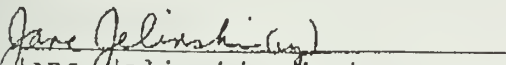
Given the on-going construction of Springhill Road, the schedule of the City's 19th and Oak project, the County's East Valley Center project and the commitment to the link between said projects, it looks quite conceivable that the roadways to service the interchange can be ready and waiting by the time the interchange goes to construction. Gallatin County will be responsible for maintenance of the secondary routes which serve the proposed interchange.

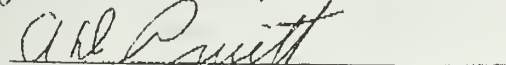
Thank you for your consideration.

Sincerely,

GALLATIN COUNTY COMMISSION


Ramon S. White, Chairman


Jane Delinski, Member


A. D. Pruitt, Member



RECEIVED APR 3 1990

April 3, 1990

Scott Bell
Project Manager
19th Avenue Interchange
Morrison-Maierle, Inc.
601 Haggerty Lane
Bozeman, MT 59715

Re: 19th Avenue Interchange

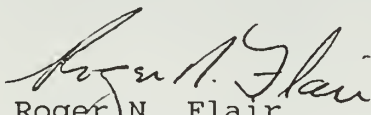
Dear Scott:

As developers of Bozeman's Advanced Technology Park, we wish to express our wholehearted support for the interchange at Interstate 90 and 19th Avenue.

In addition to the obvious alleviation of ever-increasing traffic congestion for all of Bozeman's residents, the 19th Avenue interchange would help our current and future tenants who have frequent need to use the Interstate and Gallatin County Airport. In this regard, there are approximately 100 employees in the park and we would expect that, within the next five years, that number could increase to over 1,000. Needless to say, such growth will put a significant burden on Bozeman's existing traffic system; and it is essential that proper measures be instituted at this time.

The current proposed interchange at 19th Avenue would appear to be ideal for routing traffic north and south and, thereby, alleviating what is becoming an ever-increasing traffic problem. For these reasons, we respectfully request that this project move timely forward as planned. Thank you for your consideration.

Very truly yours,


Roger N. Flair
President

RNF/cie

cc: Thomas E. Nopper
James E. Wysocki
Jane Jelinski

991 East Beach
Pass Christian, Mississippi 39571
April 3, 1990

Mr. Scott Bell, P.E.
Project Manager
Morrison-Maierle/CSSA, Inc.
P.O. Box 1113
Bozeman, Montana 59771-1113

Re: Combined Location and Design Public Hearing
North 19th Ave Interchange - Environmental Assessment
Project Number: 190- ()305

Dear Mr. Bell:

It is my opinion that the proposed interchange and connecting roads are important for Bozeman and Gallatin County. Originally I supported the connection to North 19th Avenue that is designated "Alternative A". I can also support the preferred "Alternative B"; BUT ONLY IF the alignment of North 19th Avenue coincides with the original center-line alignment of North 19th Avenue described in the annexation contracts of record south from the Boundary Road intersection.

After review of this EIA and also the Bozeman Arterials EIS, I ask that you address the noise impacts at the intersections of North 19th and Baxter Lane and North 19th and Oak Street with more detail, especially with regards to HUD subdivision guarantee requirements and allowable noise levels. This is particularly important since all of the land next to North 19th is now zoned R3.

I also ask that you address the traffic projections and impacts on North 19th from the interchange area and on Oak Street with more detail, since all of the land next to North 19th and Oak Street is now zoned R3.

Sincerely yours,


Philip Saccoccia, Jr.



State Historic Preservation Office Montana Historical Society

Mailing Address: 225 North Roberts • Helena, MT 59620-9990

Office Address: 102 Broadway • Helena, MT • (406) 444-7715

April 6, 1990

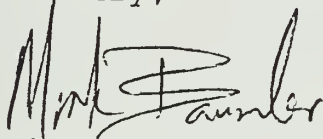
Scott T. Bell, P.E.
Project Manager
Morrison Maierle/CSSA Inc.
P.O. Box 1113
601 Haggerty Lane
Bozeman, MT 59771-1113

Re: Bozeman North 19th Interchange I-90()305

Dear Mr. Bell:

Thank you for the copy of the cultural resource inventory report prepared by Historical Research Associates (Greiser 1989) for the above cited proposed project. We will keep this report in our files in anticipation of consultation from the Montana Department of Highways/Federal Highways Administration, should this become necessary.

Sincerely,



Mark F. Baumler, Ph.D.
Deputy SHPO/Archaeologist

cc Mitzi Rossillon, MDOH

File: MDOH/Bozeman N 19th Ave Interchange/I90-()305

RECEIVED APR 12 1990

GALLATIN DEVELOPMENT CORPORATION
321 E. MAIN, SUITE 413
BOZEMAN, MONTANA 59715
(406) 587-3113

April 11, 1990

Mr. Scott Bell, P.E.
Project Manager
Morrison-Maierle/CSSA, Inc.
P.O. Box 1113
Bozeman, MT 59771-1113

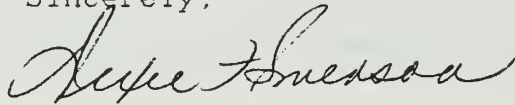
Dear Mr. Bell:

Gallatin Development Corporation is pleased to send this letter in support of the North 19th Avenue Interchange Project.

The information packet available at the combined location and design public hearing on April 3, 1990, along with public comment at the hearing, indicates broad public support for the project. It appears that some design changes will be necessary in the areas of the Springhill Road/Frontage Road intersection but these changes appear to be relatively minor.

We look forward to the successful completion of this important project.

Sincerely,



Dixie F. Swenson
Executive Director

DFS/jjk

RECEIVED
4-13-90

CECILIA VANIMAN • AIA
ARCHITECT

RECEIVED APR 17 1990

12 April 1990

Andy Epple, Planning Director
City of Bozeman
Bozeman, MT 59715

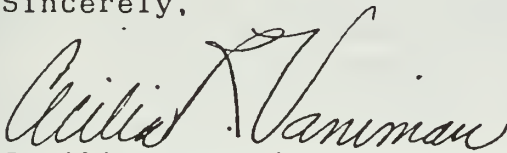
Dear Andy:

This letter is in reference to the proposed North 19th Interchange and the hearing which was held on April 03, 1990, about this project. During the hearing I brought up concerns about the economic impact on North 7th and the downtown area if commercial strip development was not strictly controlled. Phil Forbes stated that my concerns should be directed to you and the Planning Commission. I also questioned the design of the interchange and was told that the proposal included only preliminary plans. Revisions and details were to be taken care of by the consulting engineers and the highway department.

Since the hearing I have had studied the Environmental Assessment for this project, the 1990 Bozeman Area Master Plan Update and other documents in more detail. Instead of putting my mind at ease, the result has been the opposite, with more questions and more red flags being raised. Specifically these include the location of the interchange and North 19th, the design and relationship of the connecting arterials, the priority of this project in regard to other roads around Bozeman, how this project fits within the Bozeman Transportation Plan, and land use and zoning along North 19th.

Therefore, I respectfully request that these concerns be studied further and addressed by your department and the Planning Commission with the hope that further investigation will provide some answers.

Sincerely,



Cecilia R. Vaniman AIA
A R C H I T E C T

cc: Roger Craft, Chairman
Bozeman City-County Planning Board

AMERICAN
Simmental
ASSOCIATION®



Simmental Simbrah
Horned & Polled

RECEIVED APR 17 1990

1 SIMMENTAL WAY
BOZEMAN, MONTANA 59715
PHONE: 406-587-4531

EXECUTIVE COMMITTEE:

J. David Nichols, Chairman
Breck Ellison, Jr., Vice Chairman
Johnny S. Poore, Treasurer
Don Clanton
Delbert Carstens

EXECUTIVE VICE PRESIDENT:

Earl B. Peterson

TRUSTEES:

Eastern Area:

Gerald Williams (1991)
8411 Milton-Carlisle Road
New Carlisle, Ohio 45344
513-882-6952

Johnny S. Poore (1991)
Route 2, Box 29-A
Barnesville, Georgia 30204
404-358-1066

Breck Ellison, Jr. (1993)
11801 Heatherwood Court
Knoxville, Tennessee 37922
615-458-4142

Gordon A. Hodges (1993)
P. O. Box 1532
Pilot Mountain, NC 27041
919-368-5666

North Central Area:

Karl D. Fry (1991)
Rural Route 1, Box 90
Belleville, Kansas 66935
913-987-5533

J. David Nichols (1992)
Rural Route 1, Box 67
Anita, Iowa 50020
515-369-2829

Clanton, Ph.D. (1993)
511 Granoe Avenue
North Platte, Nebraska 69101
408-532-1971

Orville Deckert (1993)
HCR Box 105
Arenas, North Dakota 58412
701-943-2643

South Central Area:

Don G. Cole (1991)
Rural Route 3, Box 167
Whitesboro, Texas 76273
817-665-4515

Sam D. Smith (1991)
NBU 1606
Prague, Oklahoma 74864
405-567-2226/567-3345

Brent Perry (1992)
HCR 32, Box 49A
Springer, Oklahoma 73458
405-561-6060/226-6700

Tom Risinger (1993)
Route 4, Box 82
Crockett, Texas 75835
409-544-4223

Western Area:

G. Reese Richman (1991)
921 West Vine Street
Tooele, Utah 84074
801-882-2976

William Altenburg (1992)
9100 North County Road #15
Fort Collins, Colorado 80524
303-568-7732

Nina Lundgren (1992)
Route 1, Box 40A
Puyallup, Washington 99360
25-2260

Delbert Carstens (1993)
South 801 Henry Road
Greenacres, Washington 99016
509-924-2004

LEGAL COUNSEL:

A. William Spiry
Britton, South Dakota 57430
605-448-2274

April 16, 1990

Scott T. Bell, P.E.
Project Manager
Morrison-Maierle/CSSA, Inc.
P.O. Box 1113
Bozeman, MT 59771-1113

Dear Mr. Bell:

In reference to the North 19th Avenue Interchange I-90 Interstate exit, the American Simmental Association is surely an interested party. We have our national headquarters located almost on top of the proposed exit site plus we own a total of 20 acres at this location.

We are not opposed to the project. We do have concerns about the proposal in two areas. First is the status of the East Valley Center Drive project and how this will be coordinated -- if at all -- with the North 19th Avenue Interchange. It is our understanding that the East Valley Center Drive project is authorized and funded as a state secondary project. This would upgrade North 19th from Baxter Lane along the existing roadway over to the Interstate overpass area to the west. It would require land easements and along the frontage portion of most of American Simmental's holdings all of the expanded roadway would come from our property since the interstate fence precludes expansion in that direction.

We are prepared to support this effort and would give consideration to making the necessary land available if it serves our best interests.

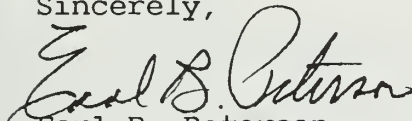
Our concern is whether the upgrade of existing North 19th will go forward in light of the Interchange proposal. If it does, we presume there will be access provided somewhere between our property and Baxter Lane to the newly constructed project. Since current North 19th would be improved, we would be well served by the East Valley Center project.

Scott T. Bell, P.E.
Page 2
April 16, 1990

On the other hand, should the East Valley Center project not be undertaken, we have significant concerns over access to the proposal as well as quality of service and road conditions on existing North 19th.

Any information or opinions about these issues would be most helpful.

Sincerely,


Earl B. Peterson
Executive Vice President

EBP/jkt

RECEIVED APR 30 1990

MONTANA RAIL LINK, INC.

101 International Way
Post Office Box 8779
Missoula, Montana 59807
(406) 523-1500
(406) 523-1493 FAX



April 26, 1990

Mr. Scott Bell
Project Manager
Morrison-Maierle/CSSA, Inc.
P.O. Box 1113
Bozeman, Montana 59771-113

Dear Mr. Bell:

Please refer to the recently published environmental assessment on the proposed North 19th Avenue Interchange at Bozeman. As I understand your plans, there will be a new highway bridge carrying Springhill Road over our main line at this location.

Montana Rail Link has no objections to Alternative B as long as the standard right-of-way and construction details are worked out with the State Highway Department.

In connection with these improvements, however, we would suggest that the old Springhill Road be closed at the railroad crossing (Railroad Milepost 142.97). This is a low-traffic, gravel roadway that only serves one farm house between its junction with Old Highway 10 and this crossing one mile west. It is not a through route now, nor will it be after the interchange is built.

In the interest of the public's safety and in view of the very light traffic density, Montana Rail Link requests the Springhill Road at-grade crossing be closed when the interchange is built.

Sincerely,

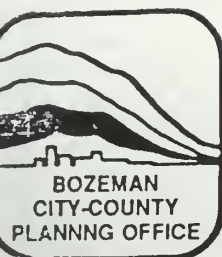
Richard L. Keller/jlm

Richard L. Keller
Chief Engineer

RLK:GJL:bsn

RK/Cors 776
Bozeman North/Highways





**BOZEMAN
CITY-COUNTY
PLANNING OFFICE**

35 NORTH BOZEMAN AVENUE
P.O. BOX 640, BOZEMAN, MONTANA 59715
PHONE: (406) 586-3321 Ext. 227

"ITEM 3A, 3B"

MEMORANDUM

TO: MEMBERS OF THE BOZEMAN CITY-COUNTY PLANNING BOARD

FROM: ANDY EPPLE, PLANNING DIRECTOR *AE*

DATE: MAY 8, 1990

RE: NORTH 19TH AVENUE INTERCHANGE PROPOSAL -- UPDATE

Attached please find: 1) a copy of a letter which I sent to Cecilia Vaniman in response to her letter dated April 12, 1990 (also attached); and 2) various documents pertaining to the North 19th Avenue Interchange Proposal as provided by Mr. Scott Bell, P.E., of Morrison-Maierle/CSSA, Inc. These documents include the Environmental Assessment (EA), letters received on the EA during the public comment period, and a four page Summary of the Location and Design Public Hearing which was held on the EA April 3, 1990.

Mr. Bell will be in attendance at our meeting on May 15th to discuss the proposal in more detail and to answer any questions you may have. I have also asked him to provide a breakdown of costs associated with the project as part of his presentation.

Hopefully the attached documents, in conjunction with Mr. Bell's presentation on the 15th, will serve to bring the Board "up to speed" on the current status of the Interchange proposal. Should you have any questions before the meeting, please call me or stop by the office.



BOZEMAN CITY-COUNTY PLANNING OFFICE

35 NORTH BOZEMAN AVENUE
P.O. BOX 540, BOZEMAN, MONTANA 59715
PHONE: (406) 586-3321 Ext. 227

May 8, 1990

Ms. Cecilia R. Vaniman, AIA
One West Main
Bozeman, MT 59715

Dear Cecilia:

In your letter dated April 12, 1990 you requested that certain concerns regarding the North 19th Interchange proposal be studied further by the Planning Board and staff. Because your letter was basically a written comment on the Environmental Assessment for the project, I forwarded it to Mr. Scott Bell of Morrison-Maierle/CSSA, Inc. for inclusion as part of the Environmental Review Record. Formal analysis of your concerns will occur through the balance of the Environmental Assessment process. However, since your letter was addressed to me and the City-County Planning Board, I will attempt to respond informally to your concerns in this letter.

CONCERN NUMBER ONE: THE ECONOMIC IMPACT ON NORTH 7TH AND THE DOWNTOWN AREA IF COMMERCIAL STRIP DEVELOPMENT ALONG NORTH 19TH IS NOT STRICTLY CONTROLLED. It is widely recognized in the "planning community" that uncontrolled strip commercial development along North 19th could have an adverse economic impact on businesses along North 7th and in the downtown area. For this reason, careful consideration was given to the long range and current planning designations for lands along the proposed North 19th alignment during the 1989-90 Master Plan Update process. As a result, virtually all of North 19th between Main and Baxter is given a residential designation (Urban Residential Infill or Urban Residential). (There is, however, some Commercial designation at the intersection of North 19th and Main, in the vicinity of the car dealerships and the Sundance Saloon.) North of Baxter is given a "Manufacturing" designation on the west side of 19th to complement the Manufacturing district already established on the east side of the road in the Simmental Plaza.

These long-range planning designations for the area were developed with a twenty year time frame in mind. They also closely reflect planning designations which were set forth in the 1983 Bozeman Area Master Plan. As these planning designations were developed, Board members and public officials fully contemplated the likelihood of the North 19th Interchange, and carefully applied land use designations that would not result in

Ms. Cecilia Vaniman
May 8, 1990
page 2 of 4

the creation of a "North 19th Strip."

Current zoning in the areas surrounding North 19th generally reflect the above-described planning designations, with a predominance of Low and Medium Density Residential classifications. However, under the new Master Plan, limited commercial development may occur in residential areas, but only under the following conditions: 1) at the intersections of arterials or arterials and collectors; 2) at a scale that is compatible with the surrounding neighborhoods; and 3) through the PUD review process, which would allow the City to require appropriate architectural treatments and site improvements to ensure compatibility. Under these conditions, we could expect to see some commercial development at the intersections of Durston, Oak, and Baxter with North 19th, but only at a neighborhood scale and with appropriate design and land use controls.

In conclusion, I feel that the land use planning and regulatory controls that are in place today can prevent the creation of a North 19th Strip that would negatively impact businesses along North 7th and in the downtown area. Barring a dramatic (and unforeseen) change in community values and political philosophy, I have every reason to expect these land use classifications to remain in effect for the foreseeable future.

One final note on this subject: The public record on this proposal includes letters of unconditional support for the North 19th Interchange Proposal from the Downtown Bozeman Association (DBA), the Bozeman Area Chamber of Commerce, and the Gallatin Development Corporation, indicating apparent widespread support for the project from the business community.

CONCERN NUMBER TWO: THE LOCATION OF THE INTERCHANGE AND NORTH 19TH. In expressing this concern, I assume you are referring to the design details of the interchange itself, i.e., off-ramp alignments, overpass location, etc. Concerns regarding these concerns would be better explained by the consulting engineers for the project rather than by this office.

CONCERN NUMBER THREE: THE DESIGN AND RELATIONSHIP OF THE CONNECTING ARTERIALS. The Transportation Coordinating Committee (TCC) and its predecessor (TAC and PCC) have endorsed the proposed conceptual design as being most appropriate for making connections to the 19th / Oak FAU project, as well as to the top-priority Valley Center and Springhill Road FAS projects. This conceptual endorsement includes the re-alignment of North 19th to the west side of Simmental Plaza.

Ms. Cecilia Vaniman
May 8, 1990
page 3 of 4

CONCERN NUMBER FOUR: THE PRIORITY OF THIS PROJECT IN REGARD TO OTHER ROADS AROUND BOZEMAN. As you mentioned in your presentation to the Planning Board last month, the prospect of a North 19th Interchange has been discussed openly in the community for at least 20 years. It was identified as a "Recommended Long Range Improvement" in the 1981 Transportation Plan. When funding for additional interchanges was announced in 1986, TAC and PCC unanimously made the project a priority and submitted an unsuccessful proposal for the interchange to the Highway Department. The priority status of the project was reaffirmed by TAC/PCC in 1987 and a second proposal was submitted to the State in January of 1988.

In February of 1988, the Planning Board endorsed the priority status of the project by unanimously authorizing staff to present the proposal on behalf of TAC and PCC at the Highway Commission meeting in Kalispell. During the Goals and Objectives setting process for the 1989-90 Master Plan Update, the interchange proposal was only peripherally addressed by the Board since it was the understanding of Board members at the time that the project was already being pursued and did not need to be reiterated. However, as discussed above, the prospects of the interchange were well known to virtually everyone involved in the Update process, and many land use decisions and designations were developed with the interchange in mind.

In January of 1990, TCC again affirmed the priority status of the North 19th Interchange Proposal by requesting City staff to prepare and submit an updated application proposal to the State. This is the proposal that is currently pending before the Highway Commission.

CONCERN NUMBER FIVE: HOW THIS PROJECT FITS WITHIN THE BOZEMAN TRANSPORTATION PLAN. I believe the answer to this concern may be found in the foregoing discussion regarding Concern Number Four.

CONCERN NUMBER SIX: HOW THIS PROJECT FITS LAND USE AND ZONING ALONG NORTH 19TH. I believe this concern is thoroughly addressed in my response to Concern Number One above. I should note, however, that recent annexations to the City of Bozeman to the northwest, developments such as the Advanced Technology Park, and improved access to MSU are land use-related issues that have driven community support for this project.

More detailed information on all of these matters is contained in documents which are available for you to review here in the office at your convenience. These would include: the Bozeman Transportation Plan; the Bozeman Arterials study completed for 19th and Oak; the I-90 Interchange Proposal and

Cecilia Vaniman
May 8, 1990
page 4 of 4

Updates; and the minutes of various Planning Board, TAC and PCC, and TCC meetings.

Also, please be advised that Mr. Bell of M-M/CSSA, Inc. will be on the agenda at the next Board meeting to be held on May 15, 1990 at 7 p.m. downstairs in City Hall. His purpose will be to update the Board on the status of the Interchange Proposal, and to answer technical questions about design, funding sources, etc. Of course, you are invited to attend.

I hope this discussion adequately addresses your concerns, Cecilia. Should you have any questions, please feel free to contact me.

Sincerely,


Andrew C. Eppe
Planning Director

cc: City-County Planning Board
Scott Bell, M-M/CSSA

8.3 SUMMARY OF THE LOCATION AND DESIGN PUBLIC HEARING

SUMMARY OF THE
LOCATION AND DESIGN PUBLIC HEARING

North 19th Avenue Interchange
Bozeman, Montana
190 - () 305

The location and design public hearing for the proposed North 19th Avenue Interchange Project was held on April 3, 1990 at 7:30 p.m. at Bozeman Public Library. An open house to provide an opportunity for members of the public to view preliminary plans and displays was held before the hearing beginning at 6:00 p.m. This summary is submitted in lieu of a verbatim transcript of the proceedings. The tape of the meeting is on file in the office of the Director of Public Service of the City of Bozeman. Approximately 40 people attended the hearing.

Brad Peterson, engineer for Morrison-Maierle/CSSA, Inc., opened the meeting and explained that the meeting was to obtain public comment on the proposed location and design and the environmental assessment for the proposed North 19th Avenue Interchange project. He then introduced the project team and key city, county and state officials including the following:

Scott T. Bell, Morrison-Maierle/CSSA, Inc., project manager.

Phillip Forbes, Director of Public Service, City of Bozeman.

James Wysocki, City Manager, City of Bozeman.

Sam Gianfrancisco, Road Superintendent, Gallatin County.

Phillip Forbes explained the agency sponsoring the proposed interchange is the City of Bozeman. The proposed interchange has not been approved by the Highway Commission. The city has made a request that the project be prioritized and funded by the State. The progress to date is made due to the services of Morrison-Maierle/CSSA, Inc. for the conceptual design and environmental assessment which are available for review. Funding of connecting roads will be private contributions, S.I.D., right-of-way donations, Federal and State funding. Senator Baucus is also seeking "demonstration funds" for the project.

Scott Bell discussed engineering aspects of the proposed project. The preferred alternative is at mile post 305 which is approximately 1.5 miles north west of the current North 7th Avenue Interchange. Other alternatives have been considered. Scott discussed in detail how the preferred alternative was selected. The connections of other projects with the interchange were discussed in detail including the benefits of a north-south corridor and peripheral arterial system. The typical section of the bridge structures, on/off ramps and crossroad were then discussed.

Brad Peterson indicated that since the environmental assessment was completed, the Soil Conservation Service has contacted Morrison-Maierle/CSSA, Inc. indicating that prime farm lands may exist because of a new definition of the term. This topic will be discussed in more detail in the revised environmental assessment. Also, the possibility was discussed that there may be some modifications to the cross road North of the interchange as it connects with Springhill Road.

Brad also stated that right-of-way will be required. Owners will be entitled to compensation for acquired right-of-way. Appraisers will be assigned to determine a fair market value and a negotiator will contact property owners to make an offer of fair market value for the land required. No relocations will be required. More information was available concerning Montana Department of Highways right-of-way acquisition policies in pamphlets on the back table.

Brad discussed in detail the controlled access proposed for the interchange. No approaches will be allowed within ramps or 300 feet away.

It was explained by Brad that the meeting was being recorded and copies of the recording will be on file. A summary will be prepared and will be sent to interested individuals including those who leave a name and address on the attendance lists provided on the back table.

The meeting was then opened for public comment.

Bea Taylor:

Where the ramp meets Springhill Road what are the approach restrictions?

Sam Gianfransico:

You would have access.

Don Cape:

Drives Highway 10 regularly and hopes to drive the new interchange. Sees nothing that would harm the environment with what we are doing.

Norm Wallin:

Spoke in behalf of the plan. I am trying to head off any delay in construction. I have been at several meetings and have met with Senator Burns regarding this project and also met with Senator Max Baucus. I am concerned with the traffic problem and the sooner we can correct the traffic problem the better we will be. It is necessary for community support. We should encourage the public to see this through to the conclusion.

Brad Peterson:

Discussed that we have also reviewed the no-build alternative.

Joe Billion:

Agrees with Norm Wallin in this project. The proposed North 19th Avenue Interchange will provide opportunity to Montana State University and the Museum of the Rockies. Community support will speed up the process. The project is environmentally sound and well studied. Stated he is in support of the project.

Brad Peterson:

Discussed movement of the planned centerline for East Valley Center Drive by the county to coordinate with this project.

Sam Gianfrancisco:

Money has been allocated for East Valley Center Drive. We have altered our plan to conform with the interchange for construction during 1993-1994. Minor adjustments may be needed if and when the interchange goes in.

Joe Barnett:

Candidate for House District 76. I encourage you to proceed and I support this project. Springhill Road to Highway 10 is dangerous as it now exists, it is highly congested. This is a solution for the whole valley, not just Bozeman.

Kayle Jackson:

Works for Senator Baucus. There is a need for more access in this part of town. The problem with North 7th Avenue is constricted traffic. I encourage people to voice their opinions to make this project a better one.

Cecilia Vanniman:

Studied the environmental assessment closely and there are a couple of items I would like to comment on. Department of Commerce has said that this project has the potential of impacting the businesses on North 7th. Development of a commercial strip we recognized on 19th should be discouraged. What will be done to allow or restrict access?

Brad Peterson:

Traffic on North 7th is near capacity. We recognized that this project may economically effect North 7th. That is why we spent a large portion of the environmental assessment discussing economics.

Cecilia Vanniman:

North 7th may be helped by this. What about limiting development on North 19th?

Phil Forbes:

Bozeman has adopted the 1990 Master Plan and interim zoning code. It will be the basis for the guideline of development and, as you know, the City has taken strong measures in these plans to limit negative development. He felt Cecilia Vanniman should address further questions to the appropriate people, (planning staff).

Cecilia Vanniman:

Felt that the connection to Springhill Road needed further consideration.

Brad Peterson:

Alignment are conceptual and some modifications are going to follow. We previously mentioned that this will be studied in more detail during the design.

Ray White:

Representing the Gallatin County Commissioners. We fully support this effort. We do need this interchange. Secondary projects will complement this project. This will be a tie in. We feel that this is the best position. The commissioners have looked at alignment to the west but the cost is greater because of the lack of improvements in the area. This would be a secondary route for all. We feel this is a very positive project. It will encourage truckers to utilize this route. This is a plus to the whole area and the County Commissioners support this project 100%.

Brad Peterson:

Scott's address is available if you have any further comments. We would appreciate any written comments for or against this proposed project. If you would like a summary of this meeting please sign the attendance list. Environmental assessment is available for review.

END OF MEETING

